

STAGNATION
ON 'CHANGEFew Traders on Hand and
Trading Inconsequential.

AIMLESS DRIFT OF PRICES

They Moved in Both Directions, but

Were Never far from Closing of

Last Week—Bonds Dull

and Irregular.

NEW YORK, July 6.—The explanation was offered of the extreme dullness of last Friday's market that many members who wanted a holiday on Friday had ignored the session of the exchange and had gone away on vacation trips. This explanation was supplemented today by the further suggestion that the members have not yet returned from their American tour, which was more to be said of the day's market, which showed no larger aggregate of transactions than that of the previous day. The few members present on the floor were almost idle, and the small trading among themselves was listless and inconsequential. There was an aimless drift of prices downwards, then upwards, and finally yielding, making the closing somewhat better, but the average was at no time far away from last week's closing.

Part of the dullness was attributable to a diversion of speculative interest into the cotton market. Wall Street was reported to have made important operations in that market during the day, putting out short lines, and it was supposed, contributing to the sharp break in the stock market. The cotton market, however, was marked by the passing of the temporary demand for the July settlement. This failed to stimulate any demand for funds for speculation in stocks.

Regular reports of railroad earnings made some flattering showings, but only a stock of the product in the Norfolk and Western. That road's earnings for the fourth week in June showed an increase over the third of \$28,000, a number of coals, Southwestern and Great Northern also showed an increase in the fourth week. On the other hand, the Norfolk and Western's report of net earnings for May showed a small decline. The volume of trading was not particularly active, but the market was not particularly dull. The volume of trading was not particularly active, but the market was not particularly dull. The volume of trading was not particularly active, but the market was not particularly dull.

MONEY AND EXCHANGE—CLOSE: Money on call, 100,000 shares of stock, closing offered, 1-1/2; time money, steady; six days, 1-1/2; 30 days, 1-1/2; sterling, 1-1/2; gold, 1-1/2; silver, 1-1/2; commercial, 1-1/2; bar silver, 52 7/8; Mexican dollars, 48.

Wall Street Gossip.

(Special to The Times-Dispatch.)

NEW YORK, July 6.—The market opened heavy and fractional, but the volume of business was very little evidence of outflow of funds accumulated over the holidays. The volume of trading was not particularly active, but the market was not particularly dull. The volume of trading was not particularly active, but the market was not particularly dull.

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

SALES:	Open.	High.	Low.	Close.	SALES:	Open.	High.	Low.	Close.
100 American Can. pfd.....	43	43	43	42 1/2	200 Mexican Central.....	22 1/2	22 1/2	22 1/2	22 1/2
100 American Grass Twine.....	10	10	10	10	200 Missouri Pacific.....	10 1/2	10 1/2	10 1/2	10 1/2
100 American Locomotive pfd.....	30 1/2	30 1/2	30 1/2	30 1/2	200 Mo. Kan. and Texas com.....	40	40	40	40
100 American Oil.....	10	10	10	10	200 Mo. Kan. and Texas pfd.....	12 1/2	12 1/2	12 1/2	12 1/2
100 American Sugar.....	12 1/2	12 1/2	12 1/2	12 1/2	200 New York Central.....	32 1/2	32 1/2	32 1/2	32 1/2
100 A. T. and Santa Fe pfd.....	6 1/2	6 1/2	6 1/2	6 1/2	200 N. Y. Ont. and Western.....	25 1/2	25 1/2	25 1/2	25 1/2
100 A. T. and Santa Fe com.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Norfolk and Western.....	10 1/2	10 1/2	10 1/2	10 1/2
100 American Southern.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Pennsylvania.....	12 1/2	12 1/2	12 1/2	12 1/2
100 Baltimore and Ohio.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Pressed Steel Car pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Brooklyn Rapid Transit.....	10 1/2	10 1/2	10 1/2	10 1/2	200 People's Gas Trust.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Canadian Pacific.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Reading 1st pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Chesapeake and Ohio.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Reading 2d pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Canada Southern.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Republic Iron and Steel com.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Colorado Southern 1st pfd.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Republic Iron and Steel pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Colorado Southern 2d pfd.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Seaboard Air Line com.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Chicago, Mil. and St. Paul.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Seaboard Air Line pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Chicago and North Western.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Southern Railway com.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Chicago Great Western.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Southern Railway pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 C. C. and St. L. C. com.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Southern Railway 2d pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Consolidated Gas.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Southern Railway 3d pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Erie com.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Texas Pacific.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Erie 1st pfd.....	10 1/2	10 1/2	10 1/2	10 1/2	200 United States Steel com.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Erie 2d pfd.....	10 1/2	10 1/2	10 1/2	10 1/2	200 United States Steel pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Illinois Central.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Va. Carolina Chemical com.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Lehigh Valley.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Va. Carolina Chemical pfd.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Louisville and Nashville.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Wash. and Annapolis.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Manhattan.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Western Union.....	10 1/2	10 1/2	10 1/2	10 1/2
100 Metropolitan.....	10 1/2	10 1/2	10 1/2	10 1/2	200 Wisconsin Central pfd.....	10 1/2	10 1/2	10 1/2	10 1/2

CLOSING BOND QUOTATIONS.					
U. S. refunding 2s, registered.....	100 1/2	Chicago, Rock Island and Pac. 4s.....	101 3/4	St. Louis Southwestern 1sts.....	81
U. S. refunding 2s, coupon.....	100 1/2	C. & O. and St. Louis gen. 4s.....	97 3/4	St. Louis Southwestern 2d's.....	76
U. S. 3s, registered.....	100 1/2	Chicago Terminal 4s.....	81	San Antonio and Arkansas Pass.....	76
U. S. 3s, coupon.....	100 1/2	Colorado and Southern.....	81	Southwestern Pacific.....	76
U. S. 4s, registered.....	100 1/2	Des Moines and Grand 4s.....	87 1/2	Southern Railway 6s.....	77
U. S. 4s, coupon.....	100 1/2	Erie prior lien 4s.....	94	Texas and Pacific 1st's.....	77
U. S. 4 1/2s, registered.....	100 1/2	Fort Worth and Denver City 1st's.....	100	Toledo, St. L. and Western 4's.....	77
U. S. New 4 1/2s, coupon.....	100 1/2	Hocking Valley 4 1/2s.....	98 1/2	Union Pacific 4s.....	100
U. S. old 4 1/2s, registered.....	100 1/2	Louisville and Nashville 4 1/2s.....	98 1/2	Union Pacific conv. 4s.....	98
U. S. old 4 1/2s, coupon.....	100 1/2	Mexican Central 4s.....	98 1/2	Wabash 1st's.....	104
U. S. 5s, registered.....	100 1/2	Mexican Central 4 1/2s.....	98 1/2	Wabash 2d's.....	104
U. S. 5s, coupon.....	100 1/2	Minneapolis and St. Louis 4 1/2s.....	98 1/2	West Shore 4s.....	71
U. S. 5 1/2s, registered.....	100 1/2	Missouri, Kan. and Texas.....	98 1/2	Wheeling and Lake Erie 4s.....	107
U. S. 5 1/2s, coupon.....	100 1/2	New York Central gen. 4s.....	98 1/2	Wheeling and Lake Erie 5s.....	80
U. S. 6s, registered.....	100 1/2	New York Central gen. 4 1/2s.....	98 1/2	Continental Tobacco 4s.....	80
U. S. 6s, coupon.....	100 1/2	Norfolk and Western 4s.....	98 1/2	Colorado Fuel and Iron 5s.....	80
U. S. 6 1/2s, registered.....	100 1/2	Norfolk and Western 4 1/2s.....	98 1/2	Steele 4s.....	80
U. S. 6 1/2s, coupon.....	100 1/2	Norfolk and Western 5s.....	98 1/2	Rock Island 4s.....	80
U. S. 7s, registered.....	100 1/2	Norfolk and Western 5 1/2s.....	98 1/2	St. Louis Pacific.....	80
U. S. 7s, coupon.....	100 1/2	Norfolk and Western 6s.....	98 1/2	Northern Pacific 3s.....	80
U. S. 7 1/2s, registered.....	100 1/2	Norfolk and Western 6 1/2s.....	98 1/2	Northern Pacific 4s.....	80
U. S. 7 1/2s, coupon.....	100 1/2	Norfolk and Western 7s.....	98 1/2	Norfolk and Western 4s.....	80
U. S. 8s, registered.....	100 1/2	Norfolk and Western 7 1/2s.....	98 1/2	Norfolk and Western 5s.....	80
U. S. 8s, coupon.....	100 1/2	Norfolk and Western 8s.....	98 1/2	Norfolk and Western 6s.....	80
U. S. 8 1/2s, registered.....	100 1/2	Norfolk and Western 8 1/2s.....	98 1/2	Norfolk and Western 7s.....	80
U. S. 8 1/2s, coupon.....	100 1/2	Norfolk and Western 9s.....	98 1/2	Norfolk and Western 8s.....	80
U. S. 9s, registered.....	100 1/2	Norfolk and Western 9 1/2s.....	98 1/2	Norfolk and Western 9s.....	80
U. S. 9s, coupon.....	100 1/2	Norfolk and Western 10s.....	98 1/2	Norfolk and Western 10s.....	80
U. S. 9 1/2s, registered.....	100 1/2	Norfolk and Western 10 1/2s.....	98 1/2	Norfolk and Western 11s.....	80
U. S. 9 1/2s, coupon.....	100 1/2	Norfolk and Western 11s.....	98 1/2	Norfolk and Western 12s.....	80
U. S. 10s, registered.....	100 1/2	Norfolk and Western 12s.....	98 1/2	Norfolk and Western 13s.....	80
U. S. 10s, coupon.....	100 1/2	Norfolk and Western 13s.....	98 1/2	Norfolk and Western 14s.....	80
U. S. 10 1/2s, registered.....	100 1/2	Norfolk and Western 14s.....	98 1/2	Norfolk and Western 15s.....	80
U. S. 10 1/2s, coupon.....	100 1/2	Norfolk and Western 15s.....	98 1/2	Norfolk and Western 16s.....	80
U. S. 11s, registered.....	100 1/2	Norfolk and Western 16s.....	98 1/2	Norfolk and Western 17s.....	80
U. S. 11s, coupon.....	100 1/2	Norfolk and Western 17s.....	98 1/2	Norfolk and Western 18s.....	80
U. S. 11 1/2s, registered.....	100 1/2	Norfolk and Western 18s.....	98 1/2	Norfolk and Western 19s.....	80
U. S. 11 1/2s, coupon.....	100 1/2	Norfolk and Western 19s.....	98 1/2	Norfolk and Western 20s.....	80
U. S. 12s, registered.....	100 1/2	Norfolk and Western 20s.....	98 1/2	Norfolk and Western 21s.....	80
U. S. 12s, coupon.....	100 1/2	Norfolk and Western 21s.....	98 1/2	Norfolk and Western 22s.....	80
U. S. 12 1/2s, registered.....	100 1/2	Norfolk and Western 22s.....	98 1/2	Norfolk and Western 23s.....	80
U. S. 12 1/2s, coupon.....	100 1/2	Norfolk and Western 23s.....	98 1/2	Norfolk and Western 24s.....	80
U. S. 13s, registered.....	100 1/2	Norfolk and Western 24s.....	98 1/2	Norfolk and Western 25s.....	80
U. S. 13s, coupon.....	100 1/2	Norfolk and Western 25s.....	98 1/2	Norfolk and Western 26s.....	80
U. S. 13 1/2s, registered.....	100 1/2	Norfolk and Western 26s.....	98 1/2	Norfolk and Western 27s.....	80
U. S. 13 1/2s, coupon.....	100 1/2	Norfolk and Western 27s.....	98 1/2	Norfolk and Western 28s.....	80
U. S. 14s, registered.....	100 1/2	Norfolk and Western 28s.....	98 1/2	Norfolk and Western 29s.....	80
U. S. 14s, coupon.....	100 1/2	Norfolk and Western 29s.....	98 1/2	Norfolk and Western 30s.....	80
U. S. 14 1/2s, registered.....	100 1/2	Norfolk and Western 30s.....	98 1/2	Norfolk and Western 31s.....	80
U. S. 14 1/2s, coupon.....	100 1/2	Norfolk and Western 31s.....	98 1/2	Norfolk and Western 32s.....	80
U. S. 15s, registered.....	100 1/2	Norfolk and Western 32s.....	98 1/2	Norfolk and Western 33s.....	80
U. S. 15s, coupon.....	100 1/2	Norfolk and Western 33s.....	98 1/2	Norfolk and Western 34s.....	80
U. S. 15 1/2s, registered.....	100 1/2	Norfolk and Western 34s.....	98 1/2	Norfolk and Western 35s.....	80
U. S. 15 1/2s, coupon.....	100 1/2	Norfolk and Western 35s.....	98 1/2	Norfolk and Western 36s.....	80
U. S. 16s, registered.....	100 1/2	Norfolk and Western 36s.....	98 1/2	Norfolk and Western 37s.....	80
U. S. 16s, coupon.....	100 1/2	Norfolk and Western 37s.....	98 1/2	Norfolk and Western 38s.....	80
U. S. 16 1/2s, registered.....	100 1/2	Norfolk and Western 38s.....	98 1/2	Norfolk and Western 39s.....	80
U. S. 16 1/2s, coupon.....	100 1/2	Norfolk and Western 39s.....	98 1/2	Norfolk and Western 40s.....	80
U. S. 17s, registered.....	100 1/2	Norfolk and Western 40s.....	98 1/2	Norfolk and Western 41s.....	80
U. S. 17s, coupon.....	100 1/2	Norfolk and Western 41s.....	98 1/2	Norfolk and Western 42s.....	80
U. S. 17 1/2s, registered.....	100 1/2	Norfolk and Western 42s.....	98 1/2	Norfolk and Western 43s.....	80
U. S. 17 1/2s, coupon.....	100 1/2	Norfolk and Western 43s.....	98 1/2	Norfolk and Western 44s.....	80
U. S. 18s, registered.....	100 1/2	Norfolk and Western 44s.....	98 1/2	Norfolk and Western 45s.....	80
U. S. 18s, coupon.....	100 1/2	Norfolk and Western 45s.....	98 1/2	Norfolk and Western 46s.....	80
U. S. 18 1/2s, registered.....	100 1/2	Norfolk and Western 46s.....	98 1/2	Norfolk and Western 47s.....	80
U. S. 18 1/2s, coupon.....	100 1/2	Norfolk and Western 47s.....	98 1/2	Norfolk and Western 48s.....	80
U. S. 19s, registered.....	100 1/2	Norfolk and Western 48s.....	98 1/2	Norfolk and Western 49s.....	80
U. S. 19s, coupon.....	100 1/2	Norfolk and Western 49s.....	98 1/2	Norfolk and Western 50s.....	80
U. S. 19 1/2s, registered.....	100 1/2	Norfolk and Western 50s.....	98 1/2	Norfolk and Western 51s.....	80
U. S. 19 1/2s, coupon.....	100 1/2	Norfolk and Western 51s.....	98 1/2	Norfolk and Western 52s.....	80
U. S. 20s, registered.....	100 1/2	Norfolk and Western 52s.....	98 1/2	Norfolk and Western 53s.....	80
U. S. 20s, coupon.....	100 1/2	Norfolk and Western 53s.....	98 1/2	Norfolk and Western 54s.....	80
U. S. 20 1/2s, registered.....	100 1/2	Norfolk and Western 54s.....	98 1/2	Norfolk and Western 55s.....	80
U. S. 20 1/2s, coupon.....	100 1/2	Norfolk and Western 55s.....	98 1/2	Norfolk and Western 56s.....	80
U. S. 21s, registered.....	100 1/2	Norfolk and Western 56s.....	98 1/2	Norfolk and Western 57s.....	80
U. S. 21s, coupon.....	100 1/2	Norfolk and Western 57s.....	98 1/2	Norfolk and Western 58s.....	80
U. S. 21 1/2s, registered.....	100 1/2	Norfolk and Western 58s.....	98 1/2	Norfolk and Western 59s.....	80
U. S. 21 1/2s, coupon.....	100 1/2	Norfolk and Western 59s.....	98 1/2	Norfolk and Western 60s.....	80
U. S. 22s, registered.....	100 1/2	Norfolk and Western 60s.....	98 1/2	Norfolk and Western 61s.....	80
U. S. 22s, coupon.....	100 1/2	Norfolk and Western 61s.....	98 1/2	Norfolk and Western 62s.....	80
U. S. 22 1/2s, registered.....	100 1/2	Norfolk and Western 62s.....	98 1/2	Norfolk and Western 63s.....	80
U. S. 22 1/2s, coupon.....	100 1/2	Norfolk and Western 63s.....	98 1/2	Norfolk and Western 64s.....	80
U. S. 23s, registered.....	100 1/2	Norfolk and Western 64s.....	98 1/2	Norfolk and Western 65s.....	80
U. S. 23s, coupon.....	100 1/2	Norfolk and Western 65s.....	98 1/2	Norfolk and Western 66s.....	80
U. S. 23 1/2s, registered.....	100 1/2	Norfolk and Western 66s.....	98 1/2	Norfolk and Western 67s.....	80
U. S. 23 1/2s, coupon.....	100 1/2	Norfolk and Western 67s.....	98 1/2	Norfolk and Western 68s.....	80
U. S. 24s, registered.....	100 1/2	Norfolk and Western 68s.....	98 1/2	Norfolk and Western 69s.....	80
U. S. 24s, coupon.....	100 1/2	Norfolk and Western 69s.....	98 1/2	Norfolk and Western 70s.....	80
U. S. 24 1/2s, registered.....	100 1/2	Norfolk and Western 70s.....	98 1/2	Norfolk and Western 71s.....	80
U. S. 24 1/2s, coupon.....	100 1/2	Norfolk and Western 71s.....	98 1/2	Norfolk and Western 72s.....	80
U. S. 25s, registered.....	100 1/2	Norfolk and Western 72s.....	98 1/2	Norfolk and Western 73s.....	80
U. S. 25s, coupon.....	100 1/2	Norfolk and Western 73s.....	98 1/2	Norfolk and Western 74s.....	80
U. S. 25 1/2s, registered.....	100 1/2	Norfolk and Western 74s.....	98 1/2	Norfolk and Western 75s.....	80
U. S. 25 1/2s, coupon.....	100 1/2	Norfolk and Western 75s.....	98 1/2	Norfolk and Western 76s.....	80
U. S. 26s, registered.....	100 1/2	Norfolk and Western 76s.....	98 1/2	Norfolk and Western 77s.....	80
U. S. 26s, coupon.....	100 1/2	Norfolk and Western 77s.....	98 1/2	Norfolk and Western 78s.....	80
U. S. 26 1/2s, registered.....	100 1/2	Norfolk and Western 78s.....	98 1/2	Norfolk and Western 79s.....	80
U. S. 26 1/2s, coupon.....	100 1/2	Norfolk and Western 79s.....	98 1/2	Norfolk and Western 80s.....	80
U. S. 27s, registered.....	100 1/2	Norfolk and Western 80s.....	98 1/2	Norfolk and Western 81s.....	80
U. S. 27s, coupon.....	100 1/2	Norfolk and Western 81s.....	98 1/2	Norfolk and Western 82s.....	80
U. S. 27 1/2s, registered.....	100 1/2	Norfolk and Western 82s.....	98 1/2	Norfolk and Western 83s.....	80
U. S. 27 1/2s, coupon.....	100 1/2	Norfolk and Western 83s.....	98 1/2	Norfolk and Western 84s.....	80
U. S. 28s, registered.....	100 1/2	Norfolk and Western 84s.....	98 1/2	Norfolk and Western 85s.....	80
U. S. 28s, coupon.....	100 1/2	Norfolk and Western 85s.....	98 1/2	Norfolk and Western 86s.....	80
U. S. 28 1/2s, registered.....	100 1/2	Norfolk and Western 86s.....	98 1/2	Norfolk and Western 87s.....	80
U. S. 28 1/2s, coupon.....	100 1/2	Norfolk and Western 87s.....	98 1/2	Norfolk and Western 88s.....	80
U. S. 29s, registered.....	100 1/2	Norfolk and Western 88s.....	98 1/2	Norfolk and Western 89s.....	80
U. S. 29s, coupon.....	100 1/2	Norfolk and Western 89s.....	98 1/2	Norfolk and Western 90s.....	80
U. S. 29 1/2s, registered.....	100 1/2	Norfolk and Western 90s.....	98 1/2	Norfolk and Western 91s.....	80
U. S. 29 1/2s, coupon.....	100 1/2	Norfolk and Western 91s.....	98 1/2	Norfolk and Western 92s.....	80
U. S. 30s, registered.....	100 1/2	Norfolk and Western 92s.....	98 1/2	Norfolk and Western 93s.....	80
U. S. 30s, coupon.....	100 1/2	Norfolk and Western 93s.....	98 1/2	Norfolk and Western 94s.....	80
U. S. 30 1/2s, registered.....	100 1/2	Norfolk and Western 94s.....	98 1/2	Norfolk and Western 95s.....	80
U. S. 30 1/2s, coupon.....	100 1/2	Norfolk and Western 95s.....	98 1/2	Norfolk and Western 96s.....	80
U. S. 31s, registered.....	100 1/2	Norfolk and Western 96s.....	98 1/2	Norfolk and Western 97s.....	80
U. S. 31s, coupon.....	100 1/2	Norfolk and Western 97s.....	98 1/2	Norfolk and Western 98s.....	80
U. S. 31 1/2s, registered.....	100 1/2	Norfolk and Western 98s.....	98 1/2	Norfolk and Western 99s.....	80
U. S. 31 1/2s, coupon.....	100 1/2	Norfolk and Western 99s.....	98 1/2	Norfolk and Western 100s.....	80
U. S. 32s, registered.....	100 1/2	Norfolk and Western 100s.....	98 1/2		
U. S. 32s, coupon.....	100 1/2				
U. S. 32 1/2s, registered.....	100 1/2				
U. S. 32 1/2s, coupon.....	100 1/2				
U. S. 33s, registered.....	100 1/2				
U. S. 33s, coupon.....	100 1/2				
U. S. 33 1/2s, registered.....	100 1/2				
U. S. 33 1/2s, coupon.....	100 1/2				
U. S. 34s, registered.....	100 1/2				
U. S. 34s, coupon.....	100 1/2				
U. S. 34 1/2s, registered.....	100 1/2				
U. S. 34 1/2s, coupon.....	100 1/2				
U. S. 35s, registered.....	100 1/2				
U. S. 35s, coupon.....	100 1/2				
U. S. 35 1/2s, registered.....	100 1/2				
U. S. 35 1/2s, coupon.....	100 1/2				
U. S. 36s, registered.....	100 1/2				
U. S. 36s, coupon.....	100 1/2				
U. S. 36 1/2s, registered.....	100 1/2				
U. S. 36 1/2s, coupon.....	100 1/2				
U. S. 37s, registered.....	100 1/2				
U. S. 37s, coupon.....	100 1/2				
U. S. 37 1/2s, registered.....	100 1/2				
U. S. 37 1/2s, coupon.....	100 1/2				
U. S. 38s, registered.....	100 1/2				
U. S. 38s, coupon.....	100 1/2				
U. S. 38 1/2s, registered.....	100 1/2				
U. S. 38 1/2s, coupon.....	100 1/2				
U. S. 39s, registered.....	100 1/2				
U. S. 39s, coupon.....	100 1/2				
U. S. 39 1/2s, registered.....	100 1/2				
U. S. 39 1/2s, coupon.....	100 1/2				
U. S. 40s, registered.....	100 1/2				
U. S. 40s, coupon.....	100 1/2				
U. S. 40 1/2s, registered.....	100 1/2				
U. S. 40 1/2s, coupon.....	100 1/2				
U. S. 41s, registered.....	100 1/2				
U. S. 41s, coupon.....	100 1/2				
U. S. 41 1/2s, registered.....	100 1/2				
U. S. 41 1/2s, coupon.....	100 1/2				
U. S. 42s, registered.....	100 1/2				
U. S. 42s, coupon.....	100 1/2				
U. S. 42 1/2s, registered.....	100 1/2				
U. S. 42 1/2s, coupon.....	100 1/2				
U. S. 43s, registered.....	100 1/2				
U. S. 43s, coupon.....	100 1/2				
U. S. 43 1/2s, registered.....	100 1/2				
U. S. 43 1/2s, coupon.....	100 1/2				
U. S. 44s, registered.....	100 1/2				
U. S. 44s, coupon.....	100 1/2				
U. S. 44 1/2s, registered.....	100 1/2				
U. S. 44 1/2s, coupon.....	100 1/2				
U. S. 45s, registered.....	100 1/2				
U. S. 45s, coupon.....	100 1/2				
U. S. 45 1/2s, registered.....	100 1/2				
U. S. 45 1/2s, coupon.....	100 1/2				
U. S. 46s, registered.....	100 1/2				
U. S. 46s, coupon.....	100 1/2				
U. S. 46 1/2s, registered.....	100 1/2				
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